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22 MAR 1966

MEMORANDUM FOR THE RECORD

SUBJECT: Trip Report

1. On 14 March 1966 [redacted] departed on a trip to visit Lockheed plants in Los Angeles. On the afternoon of the 14th of March a meeting, between [redacted] and the undersigned, was held to discuss utilization and installation of the Light Weight Tracker. It was determined that it was desirable to have the tracker installed and operational for the "H" camera tests. The problem of space for the installation was discussed and it was decided that the present configuration did not provide space for the tracker to be mounted without a major mod to the tracker. The decision was made to utilize [redacted] to mount the tracker in for the purpose of the "H" test only. If the tracker does not operate in the environment within [redacted] the "H" tests will be flown without the use of the tracker.

2. The permanent tracker installation was also discussed. As the light weight "H" has approximately the same dimensions as the "old H" the Tracker will not fit in the bay in its present configuration. To provide coverage it will be necessary to modify the tracker by spreading the supply and take-up spools and putting them in a horizontal plane. This is a major redesign. The other alternatives are one, to mount two new design trackers in the bay, one on each side, with flush mounted windows on the bottom and sides of the hatch and two of redesign the nose of the aircraft to provide enough room to mount the tracker in the nose. The nose installation is most desirable as it would provide a "flush" mount in all configurations. With other system configurations the tracker can be mounted on the hatch utilizing the 5 segmented window. LAC is preparing a schedule and cost quote for hatch modification.

3. During the period 15 through 17 March the undersigned attended the provisioning conference for the ARC-50. It was agreed that 17 B-Y configurations and 16 A-Y configurations would be reconfigured to the BX configuration. All module

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NRO review(s) completed.

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spares now being procured are of the "BX" configuration. The conference went well after all concerned stabilized the ground rules and recomputed requirements utilizing these ground rules. The [] ADP and customers all arrived at a reasonable spares requirement and each line item was resolved in a minimum amount of time with little discussion. All A-12 spares and a proportionate share of the initial [] will be funded by [] Modification of the BY's and AY's to the BX configuration will be funded in the same manner.

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MD/OSA

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